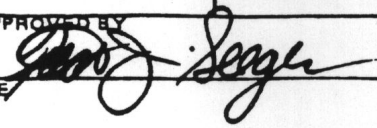


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SUBJECT ADDITIONAL VOYAGES ALASKA MARINE HIGHWAY VESSELS		Supersedes P & P No.	Dated
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DIVISION MARINE HIGHWAY SYSTEMS	SECTION	CHAPTER TITLE	

PURPOSE

To provide a uniform method for establishing additional voyages or use beyond that included in the regularly published schedules of the Alaska Marine Highway vessels.

POLICY

It shall be the policy of the Department of Transportation and Public Facilities, to consider the operation of Marine Highway vessels beyond the published schedule if either one of the following two conditions exist.

1. The public need is being served.
2. A special interest is being served and:
 - (a) The disruption to public service is minimal and acceptable to those impacted.
 - (b) Private enterprise cannot provide the service.
 - (c) The revenue from the voyage will be equal to the total cost to the State.

DISTRIBUTION

All Holders of Administrative Manuals - (Marine Highway Systems).

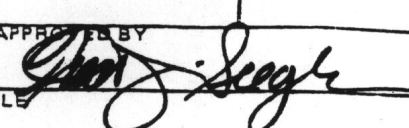
PROCEDURES

The request for an additional voyage is reviewed by the Division of Marine Highway Systems to determine the category of the requested service, i.e.: PUBLIC NEED or SPECIAL INTEREST.

PUBLIC NEED: Situations in this category would include schedule changes due to cancellations, or unusual traffic build-ups at Marine Highway ports.

The authority to establish such schedule changes rests with the Director of Marine Sales and Service, Marine Highway Systems, or his designee.

SPECIAL INTEREST: Situations in this category would include requests for the use of Marine Highway vessels by clubs, schools, other organizations or individuals. Such requests must meet the following conditions and receive the appropriate action described, if the special use is to be allowed.

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1. The disruption to public service must be minimal and acceptable to those impacted.
 - (a) Where it appears, to the management of the Division of Marine Highway Systems, that the special use will not be unduly disruptive, public notification of the special use will be made, thus allowing those potentially impacted, an opportunity to express their concerns.
2. Private enterprise cannot provide the desired service.
 - (a) Initial inquiries will be made by the State, to determine the ability of the private sector to meet the demand. This process may include the use of newspaper, radio or television to bring the proposed special use to the attention of the public and private sector.
 - (b) If at any time, prior to the date of the special use, private enterprise indicates the desire and ability to provide the desired service, the State will defer to the private sector.
3. The revenue derived from the special use will be equal to the total cost to the State.
 - (a) An estimate of full costs will be made by the State, with tariffs established to meet such costs. This is in contrast to pricing for regularly scheduled voyages where subsidization is appropriate as a Marine Highway.

The authority to establish such special use rests with the Deputy Commissioner of Marine Highway Systems or his designee.